Who We Are

Introduction

1. Legal Authority

The Los Angeles County Metropolitan Transportation Authority, best known by its transit services brand name ‘Metro’, was created by the State of California pursuant to AB 152 (Katz), which was signed by Governor Wilson on May 19, 1992 and took effect on February 1, 1993. Metro’s responsibilities include those carried over from the three prior transportation agencies formed by the State of California for Los Angeles County:

- Los Angeles Metropolitan Transit Authority (1951-1964)
- Southern California Rapid Transit District (1964-1993)
- Los Angeles County Transportation Commission (1977-1993)

By law, Metro’s mandate is to plan, construct, and operate a multimodal transportation system, to set countywide transportation policy, and to administer local and regional transportation programs. First adopted in 1991, the "M" logo of the Metro System is the widely recognized public symbol of this coordinated network.

2. Board and Agency Roles

Powers, Duties and Responsibilities of the Transportation Authority

130051.10. (a) The members of the Los Angeles County Metropolitan Transportation Authority shall be appointed no later than February 1, 1993. The authority shall have no powers, duties, or responsibilities until February 1, 1993.

(b) From February 1, 1993, until April 1, 1993, the Los Angeles Metropolitan Transportation Authority, exclusively, may exercise any of the powers of the board of directors of the Southern California Rapid Transit District and the governing body of the Los Angeles County Transportation Commission, except those powers that the authority has expressly delegated to the district or to the commission.

130051.11. (a) The Los Angeles County Metropolitan Transportation Authority may determine its organizational structure, which may include, but is not limited to, the establishment of departments, divisions, subsidiary units, or similar entities. Any department, division, subsidiary unit, or similar entity established by the authority shall be referred to in this chapter as an "organizational unit." The authority shall, at a minimum, establish the following organizational units:

(1) A transit construction organizational unit to assume the construction responsibilities for all exclusive public mass transit guideway construction projects in Los Angeles County.

(2) An operating organizational unit with the following responsibilities:

(A) The operating responsibilities of the Southern California Rapid Transit District on all exclusive public mass transit guideway projects in the County of Los Angeles.

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(B) The operation of bus routes operated by the Southern California Rapid Transit District, and all the duties, obligations, and liabilities of the district relating to those bus routes.

(3) A transportation planning and programming organizational unit with all planning responsibilities previously performed by the Southern California Rapid Transit District and the Los Angeles County Transportation Commission.

(b) Nothing in this section shall be construed to require specific bus routes to be operated. The authority or the operating organizational unit may make any adjustment with respect to bus routes, bus services, or both, which is within the power of the Los Angeles County Transportation Commission, or the Southern California Rapid Transit District.

(c) Any obligations of the Southern California Rapid Transit District arising out of a collective bargaining agreement entered into by the district shall be the exclusive obligations of the Los Angeles County Metropolitan Transportation Authority. It is the intent of the Legislature that the rights or obligations under any collective bargaining agreement in existence on January 1, 1993, not be enlarged or diminished by this section or any other provision of the act which added this section.

(d) No collective bargaining agreement entered into by the Southern California Rapid Transit District on or after January 1, 1993, shall be effective unless approved by the Los Angeles County Metropolitan Transportation Authority. The authority's approval of an agreement shall cause the agreement to be binding upon the authority.

(e) On and after April 1, 1993, any reference to the Southern California Rapid Transit District in Article 10 (commencing with Section 30750) of Chapter 5 of Part 3 of Division 10 is deemed to refer to the Los Angeles County Metropolitan Transportation Authority.

(f) The Los Angeles County Metropolitan Transportation Authority may administratively delegate to an organizational unit or to its chief executive officer any powers and duties it deems appropriate. Powers and duties which may be delegated to an organizational unit include, but are not limited to, the following:

(1) The power of eminent domain.

(2) Approval of contracts, except the final approval of labor contracts.

(3) Hearing and resolving bid protests.

(g) The Los Angeles County Metropolitan Transportation Authority shall establish a citizens' advisory council pursuant to subdivision (d) of Section 130105.

130051.12. (a) The Los Angeles County Metropolitan Transportation Authority shall, at a minimum, reserve to itself exclusively, all of the following powers and responsibilities:

(1) Establishment of overall goals and objectives to achieve optimal transport service for the movement of goods and people on a countywide basis.

(2) Adoption of the aggregate budget for all organizational units of the authority.

(3) Designation of additional included municipal operators pursuant to subdivision (f) of Section 99285.

(4) Approval of final rail corridor selections.

(5) Final approval of labor contracts covering employees of the authority and organizational units of the authority.

(6) Establishment of the authority's organizational structure.

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(7) Conducting hearings and the setting of fares for the operating organizational unit established pursuant to paragraph (2) of subdivision (a) of Section 130051.11.

(8) (A) Approval of transportation zones.

(B) In determining the cost-effectiveness of any proposed transportation zone, the authority may not approve or disapprove a transportation zone based upon consideration of rates of wages and other forms of compensation or hours and working conditions of employees of the proposed transportation zone.

(C) Any determination of efficiencies that may be derived from the approval of a transportation zone shall include consideration of maintaining the prevailing rate of wages, hours, and other terms and conditions of employment contained in current collective bargaining agreements applicable to the authority as required under subdivision (d) of Section 130051.11.

(D) A proposed transportation zone is not required to demonstrate lower operating costs than those of the existing operator or operators of the service to be transferred to the zone, but shall demonstrate that the net cost will not be greater than the current service.

(9) Approval of the issuance of any debt instrument with a maturity date that exceeds the end of the fiscal year in which it is issued.

(10) Approval of benefit assessment districts and assessment rates.

(11) Approval of contracts for transit equipment acquisition that exceed five million dollars ($5,000,000), and making the findings required by subdivision (c) of Section 130238.

(b) The Los Angeles County Metropolitan Transportation Authority shall in conjunction with the other municipal operators in the County of Los Angeles perform a security assessment once every five years to determine the safety and security measures required to protect the operation of their systems and their passengers.

3. Metro Today

Metro is unique among the nation's transportation agencies. Other agencies operate transportation systems; Metro serves as transportation planner and coordinator, designer, builder and operator for one of the country's largest, most populous counties. **Ten million people - nearly one third of California's residents** - live, work, and play within its **1,433-square-mile transit service area**.

Recognizing that no one form of transit can solve urban congestion problems, Metro provides a variety of transportation alternatives to address the needs of a growing and highly diverse population in our region. Multimodal projects – bus, light and heavy rail, bicycle, pedestrian and highway improvements represent a practical effort to move people and goods with safe, environmentally sustainable and reliable systems.

LACMTA employs approximately 9,291 people in a broad range of technical specialties and services ranging from Metro Bus and Metro Rail operators and mechanics to construction engineers and safety inspectors, from transportation planning professionals to customer information agents.

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Metro's primary responsibilities are the following:

- Administration of funds for all Los Angeles County transit providers;
- Planning and construction of light rail, heavy rail, and other fixed guideways for buses and multi-passenger vehicles;
- Highway construction funding and traffic flow management;
- Research and development of alternative energy sources for transit vehicles;
- Air quality, environmental impact, land use, and economic development decisions
- Promotion of the use of public transit services and rideshare programs.

4. Types of Projects Metro Plans, Constructs and/or Operates

- An extensive bus and rail system;
- Highway projects (typically done in partnership with the California Department of Transportation (Caltrans)
- Bikeways and pedestrian facilities
- Local road and highway facilities
- Carpool lanes
- HOT lanes
- Goods movement enhancements
- The Freeway Service Patrol
- Freeway Call Box System
- 511
- Metrolink commuter rail service

5. Metro Facts and Figures

Bus and Rail Boardings: Metro operates the second largest bus system in the United States.

There is an average of

- **1.2 million bus boardings daily**
- **at nearly 16,000 stops**
- **183 routes which include a dedicated busway, two freeway bus transitways, four light rail lines and two heavy rail lines, with a combined total of**
- **over 356,000 boardings daily**.

Bus and Rail Equipment:
Besides operating

- **2,228 CNG coaches**, **the largest alternative fuel transit bus fleet in the U.S.**, Metro has designed, built and now operates

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- **over 87 miles of Metro Rail service** with a fleet of
- **228 rail cars**. The Metro Rail system currently consists of
- **80 stations**. More mass transit systems extensions are in the planning, design, and/or construction stage. In addition to operating its own services, we fund
- **16 municipal bus operators.**

See also:

Predecessor Agencies
Early History of Los Angeles Transit

Transit Agencies Timeline
Transit Family Tree

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